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Jason Ashley (petitioner) was hired at a part-121 regional airline as a First Officer with a Commercial Pilot license and a completed the Airline Transport Pilot (ATP) knowledge test before the August 1, 2014, ATP mandate. The petitioner's ATP knowledge test is now expired. While flying as a First Officer, the petitioner took a Military Leave of Absence before the ATP mandate and before upgrading to Captain and completing the ATP check-ride.

The petitioner is type-rated in the CL-65 as Second in Command. The petitioner completed 28 hours of part-121 basic indoctrination, eight days of computer-based training on aircraft systems, three days of aircraft ground training, four days of flight management systems training, five days of CSO training, and 48.8 hours of simulator and flight training.

The petitioner's level D flight simulator training, line-oriented flight training, and initial operating experience consisted of 48.8 hours, exceeding the requirement of 14 CFR § 61.156.

The petitioner is returning to that same airline from military leave and must complete a new ATP knowledge test.

The petitioner is seeking an exemption from 14 CFR §61.155(d) to complete the ATP knowledge test without completing the ATP certification training program specified in 14 CFR § 61.156. The petitioner asks that the FAA recognize the petitioner's previous 121 flight training and flying experience as satisfying the requirements of 14 CFR §61.155(d) and provide a letter of authorization to complete the ATP knowledge test.

The proposed exemption is in the public interest because it benefits the aviation industry and the flying public by improving the FAA's ATP certification process by efficiently allowing qualified essential workers to return to a workforce suffering from staffing shortages causing scheduling challenges and flight cancellations that negatively affect the public interest by reducing the number of available flights.

The exemption will not adversely affect public safety because the petitioner has already completed a Federal Aviation Administration (FAA)-approved part-121 flight training program, is type-rated in a CL-65 Bombardier CRJ700 regional jet, and is experienced working in a part-121 airline.

Summary of the petition:

The petitioner was hired at a part-121 regional airline as a First Officer with a Commercial Pilot license and completed the Airline Transport Pilot (ATP) knowledge test before the August 14, 2014, ATP mandate. The petitioner's ATP knowledge test expired while the petitioner was on military leave. The petitioner is an experienced part-121 type-rated First Officer. The petitioner is seeking an exemption from 14 CFR §61.155(d). The petitioner asks that the FAA recognize the petitioner's previous 121 flight training and flying experience as satisfying the requirements of 14 CFR §61.155(d) and provide a letter of authorization to complete the ATP knowledge test.